

### **REMARKS**

Claims 11-14, 16, and 18-22 are now pending in the application. Claims 15 and 17 are herein canceled. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the amendments and remarks contained herein.

### **INFORMATION DISCLOSURE STATEMENT**

The Examiner requested a copy of PTO Form 1449 submitted with the papers submitted November 30, 2001 be forwarded in reply to the present office action. Applicants note a copy of the Information Disclosure Statement and a copy of United States Patent Application Serial Number 09/943,124 were submitted on November 30, 2001, but PTO Form 1449 was not submitted with the original filing documents. Per discussion between Examiner Harvey and Thomas Krul on 6/26/03, a new copy of Form 1449, identifying U.S. Patent Application 09/943,124, is included herewith.

### **DRAWINGS**

The drawings stand objected to under 37 C.F.R. 1.83(a) in that the figures do not show the feature of the first end of the sliding door frame that is fixedly connected to the seat structure claimed in Claim 15. To promote expeditious prosecution of this application, claim 15 has been canceled, therefore no figure amendment has been made to incorporate this feature. Also, the drawings stand objected to under 37 C.F.R. 1.83(a) in that the claim 17 limitation "automatically retracted" is not shown. To promote expeditious prosecution of this application, claim 17 has been canceled, therefore no figure amendment has been made to incorporate this limitation.

Applicants include herewith copies of formal drawings replacing each of the originally filed figures 1-11, 12A, 12B, 12C and 13-14. Applicants have amended Figures 12A, 12B, and 12C to eliminate the numerical values previously shown for height, width and length of the connector modules. Applicants have attached amended drawings for the Examiner's approval. In the revised drawings, the dimensions --3.0"-- and --2.0"-- and their dimension reference lines have been deleted from Figure 12A, the dimensions --4.0"-- and --3.0" Max.-- and their dimension reference lines have been deleted from Figure 12B, and the dimension --2.5" Max.-- and its dimension reference lines have been deleted from Figure 12C. The Examiner is requested to approve formal drawings for Figures 1-11, 12A, 12B, 12C and 13-14, including amended Figures 12A, 12B and 12C attached herewith.

**REJECTION UNDER 35 U.S.C. § 112**

Claims 15 and 17 stand rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicants regard as the invention.

In response to the rejection of claims 15 and 17, and to promote expeditious prosecution of the application, Applicants herein cancel claims 15 and 17.

## **REJECTION UNDER 35 U.S.C. § 102**

Claims 11, 12 and 14-17 stand rejected under 35 U.S.C. § 102(b) as being anticipated by Berry et al. (U.S. Pat. No. 5,311,302). This rejection is respectfully traversed.

With respect to claim 11, the Examiner noted that Berry '302 discloses a housing 14 (figure 2), at least one networking port 74 and a mechanism 92 slidably connecting the housing 14 to a structure 84 of the seat.

Applicants note item 14 of Berry is one of a plurality of terminals 14, mounted forward of each passenger seat and that "terminal 14 includes a housing 15 mounted in a seatback 16 so as to be comfortably viewable by a passenger in the seat immediately behind the seatback 16." See column 3, lines 7-15. The terminals 14 include a video display screen 22 and a transparent touch panel 24 having a plurality of touch sensitive areas, (see column 3, lines 48-62), and are further described as being "operated as slave units", (see column 5, line 62). The terminals 14 of Berry are therefore operable by touch sensors and are not disclosed as being displaceable at all. Berry therefore does not disclose that housing 14 is slidably connected to a structure of the seat.

The "mechanism 92" referred to by the Examiner corresponds to a pivotable swing arm supporting a movable housing 90 which forms an alternate embodiment of Berry, which is not connectable to terminal 14, but only has elements common to terminal 14. Pivotable (not slidable) swing arm 92, having movable housing 90 connected at one end thereof, permits the movable housing 90 to be swung and stowed into a cavity 82a of a fixed housing 82, (see column 7, lines 13-19), which forms part of a terminal 80. Critically, Berry discloses in column 7, lines 3-5, that "Each terminal 80

includes a fixed housing 82 which is detachably mounted in an armrest console 84 of a first-class passenger seat.” This second embodiment of Berry therefore also does not disclose the feature of a housing 82 (or housing 14) being slidably connected to a structure of the seat.

Even taken in combination, the elements 14, 92 and 84 of Berry, as suggested by the Examiner, do not disclose the Applicants’ feature of a mechanism slidably connecting said housing to a structure of the seat. Berry therefore does not anticipate Applicants’ claim 11, and claim 11 is considered to be in allowable form. The Examiner is respectfully requested to withdraw the 35 U.S.C. § 102(b) rejection of claim 11.

Applicants note claims 15 and 17 have been canceled herein. With respect to rejected claims 12, 14 and 16, these claims depend, either directly or indirectly from claim 11, therefore Berry cannot anticipate claims 12, 14 or 16 for at least the same reasons as stated above. The Examiner is respectfully requested to withdraw the 35 U.S.C. § 102(b) rejection of claims 12, 14 and 16.

#### **REJECTION UNDER 35 U.S.C. § 103**

Claims 11, 18 and 20 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Berry et al. (U.S. Pat. No. 5,311,302) in view of Williams, Jr. (U.S. Pat. No. 6,038,426). This rejection is respectfully traversed.

The Examiner relies on Berry ‘302 to teach a housing slidably connected to a support structure of the seat. In contrast to the Examiner’s interpretation, Berry teaches “terminal 14 includes a housing 15 mounted in a seatback 16 so as to be comfortably viewable by a passenger in the seat immediately behind the seatback 16.” See column

3, lines 7-15. Berry suggests that terminal 14 (and housing 15) are fixedly mounted in a seatback where a touch screen is accessible for inputting commands and requests. Berry does not teach or suggest that either terminal 14 or housing 15 can be displaced, and therefore does not teach or suggest a housing slidably connected to a support structure of the seat.

Berry also teaches a second embodiment having a terminal 80 including a movable housing 90 connected by a pivotable swing arm 92. See column 7, lines 13-19. Berry specifically teaches in column 7, lines 3-5, that “Each terminal 80 includes a fixed housing 82 which is detachably mounted in an armrest console 84 of a first-class passenger seat.” Figure 6 of Berry appears to depict a plug-in port having male pins for alignment, disposed on housing 82, which engage armrest console 84. Berry therefore does not teach or suggest a housing being slidably connected to a structure of the seat.

Williams ‘426 teaches “a receiver 300, operating as a housing, and a line-replaceable SEU 310 which is removably coupled to the receiver 300. The receiver 300 is supported by structural supports of a seat by any conventional means.” See column 4, lines 13-17. Williams teaches “the line replaceable SEU-310 is secured.....by a fastener 365 (e.g., a spring latch having first and second latch elements)”. See column 4, lines 25-28. Where a track on one side of the line-replaceable SEU 310 is provided, Williams teaches “The line-replaceable SEU 310 may be slid along to the track to be locked into place or unlocked for removal from the track.” See column 4, lines 32-40. Williams therefore teaches a track only in combination with a separate device for actually connecting the SEU 310 to the housing, the housing being separately

removably coupled to the seat as noted above. Williams therefore teaches does not teach or suggest a housing being slidably connected to a structure of the seat.

The suggested modification of the detachably mounted device of Berry with the removably coupled device of Williams cannot therefore be made to render independent claim 11 or independent claim 20 obvious. The Examiner is respectfully requested to withdraw the 35 U.S.C. § 103(a) rejections of claims 11 and 20. Because claim 18 depends directly from claim 11, the suggested modification of the detachably mounted device of Berry with the removably coupled device of Williams cannot therefore be made to render dependent claim 18 obvious for at least the same reasons as noted above. The Examiner is respectfully requested to withdraw the 35 U.S.C. § 103(a) rejection of claim 18.

#### **ALLOWABLE SUBJECT MATTER**

The Examiner states that claim 13 would be allowable if rewritten in independent form. Accordingly, Applicants have added new claim 22 which includes the limitations of the base claim and any intervening claims together with the limitations of claim 13. Therefore, new claim 22 should be in condition for allowance.

## CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicants therefore respectfully request that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

Dated: June 26, 2003

By:   
Thomas J. Krul  
Reg. No. 46,842

HARNESS, DICKEY & PIERCE, P.L.C.  
P.O. Box 828  
Bloomfield Hills, Michigan 48303  
(248) 641-1600